



Sharp HospiceCare Benefit Regatta

Saturday, August 29, 2009

Sailing Instructions

Organizing Authority: **Cortez Racing Association**
 After-Race Host Club: **Coronado Yacht Club**

1. RACING RULES:

- 1.1 This race will be governed by the rules as defined in the Racing Rules of Sailing, 2009 – 2012, including US Sailing Prescriptions.
- 1.2 USCG "Navigation Rules, International-Inland"; Bylaws and Class Rules of PHRF Southern California and PHRF San Diego; The Entry Form, Notice of Race; these Sailing Instructions and any amendments hereto will apply.
- 1.3 Amendments to these Sailing Instructions will be distributed using the CRA web site (www.cortezracing.com), the "official posting board", and will be available at the Race Committee (R/C) Boat on race day(s) when code flags "L" and "A" are on hoist during Race Check-In only if the amendment occurs within 24 hours of the race starting time.
- 1.4 PHRF "RLC" Ratings will be used to score all races. PHRF non-spinnaker offsets will not be used for scoring. Yachts shall carry all "Standard Equipment" listed in the PHRF SC Class Rules for Category 4 events (<http://www.phrfsocal.org/class.htm>).
- 1.5 Classes, class pennants and pennant colors: **Class pennant, matching the class, must be flown from the backstay of all yachts while checking in and while racing. All class pennants must be a minimum of 3" tall and 18" long, and clearly visible to other racers and the R/C boat.**

Class	Sail	RLC Ratings	Pennant
CRA Class A	Spinnaker	RLC Ratings below 69 sec/mile	White
CRA Class B	Spinnaker	RLC Ratings 72 sec/mile through 111 sec/mile	Blue
CRA Class C	Spinnaker	RLC Ratings 114 sec/mile through 153 sec/mile	Hot Pink
CRA Class D	Spinnaker	RLC Ratings 156 sec/mile and above	Yellow
CRA Class E	Non-Spinnaker	All Ratings	Green
PHRF Class 6a	Non-Spinnaker	RLC Ratings less than 177	Green
PHRF Class 6b	Non-Spinnaker	RLC Ratings 177 and greater	Green
Physician's Challenge		By invitation only	

- 1.6 Racing boats encountering non-racing craft shall conform to 1.2 above, USCG Navigation Rules, International-Inland. Be advised that no vessel has the "right-of-way" over a large ship in the deep water channel. USCG Navigational Rule 9 will be strictly enforced.
Any boat participating in this event that is identified in any complaint from the Coast Guard, Harbor Pilot or commercial vessel captain that has sounded 5 horns will be presumed to have infringed this instruction. RRS 60.2, 63.1 and A5 are modified to add that the R/C may disqualify a yacht infringing this instruction without a hearing.
- 1.7 NAVAL and CRUISE SHIP PROTECTION ZONE: No vessel is allowed within 100 yards of NAVAL and CRUISE SHIP traffic.
- 1.8 Sailing Instructions 1.6, 3.6, 3.7, 9.2, 9.3, 10.1, 11.1 and 12 modify the RRS.

2. ENTRIES & CHECK-IN:

- 2.1 This race REQUIRES an ENTRY FORM and fee from CRA and non-CRA members wishing to participate (see online entry at the CRA website).
- 2.2 Online entry is required. See CRA's website (www.cortezracing.com). A fully and correctly completed entry form and entry fee (where applicable) must be completed online prior to 1200 hours Thursday, August 27, 2009. RLC ratings must be used.
- 2.3 Yachts will have completed their "Check-In" when they check-in with **and are acknowledged by the R/C**, while clearly displaying their sail number and backstay pennant. Radio check in (VHF 68) for a properly entered yacht is acceptable prior to the first Warning Signal. Check-In will commence when the "L" flag is hoisted and will cease at the first warning. Boats racing in PHRF Class 6a or 6b must notify and be acknowledged by the R/C boat in order to be properly scored in the PHRF class.



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3. STARTING & RACING AREAS:

- 3.1 The STARTING AREA for this race will be in the area NW of Channel Buoy # 21, close to the center of Harbor Island.
- 3.2 The RACING AREA covers the general locale of San Diego Bay
- 3.3 The "L" flag, when on hoist, indicates the R/C is "On Station" for race Check-In procedures.
- 3.4 The Starting Line will lie between a staff with an ORANGE FLAG on the R/C vessel and an INFLATABLE BUOY.
- 3.5 An inflatable distance buoy may be streaming from the R/C vessel and this buoy is considered part of the R/C vessel. For purposes of RRS 31.1 (Touching A Mark), this buoy is to be considered part of the R/C signal vessel.
- 3.6 After properly starting, a yacht shall not sail through the "Starting Line" or "Finishing Line" unless actually finishing. Skippers in violation of Paragraph 3.6 may be subject to a DSQ imposed by the R/C without benefit of a hearing. This modifies RRS 63.1, Requirement for a Hearing.
- 3.7 The start will be conducted in accordance with RRS26, except as modified by these sailing instructions. Starting times will be staggered according to PHRF handicaps. As starting times vary, depending on length of course, starting times will be provided for each boat for each of the three possible courses (three attached course sheets). A list of starting times for each entered boat will be available at the CRA website after 1400 hours on Friday, August 28, 2009, at Fiddler's Green Restaurant after 1700 hours on Friday, August 28, 2009, or from the R/C boat when on station prior to the first warning signal. All boats will sail the same course. The course selected for the day will be posted on the R/C boat prior to the first warning signal. The starting times noted for the posted race number will be used.
- 3.8 The first Warning signal (green flag) will be at 12:55 p.m. The first start will be at 1:00 p.m. A horn will sound, and a "P" flag will be hoisted for one minute, every 10 minutes after the first start.
- 3.9 Rule 30.1 ("I-Flag") will apply to all starts. See 4.1 "Individual Recalls", and 4.3.

4. RECALLS:

- 4.1 **INDIVIDUAL RECALLS** will be signaled by a horn blast as the long sound signal, in accordance with RRS 30.1 ("I-Flag"). The R/C will attempt to hail premature starters over a loud hailer and on VHF68; however, it is the responsibility of each yacht to start properly. The failure of a yacht to hear/receive a hail shall not be grounds for redress.
- 4.2 A R/C vessel may be stationed near the Pin Buoy end of the starting line and is also authorized to identify and hail premature starters.
- 4.3 Rule 30.1 ("I-Flag") (old "round-an-end rule") is in effect.

5. COURSES:

- 5.1 Three courses have been pre-selected with different lengths, as are noted in the attached three course sheets. A course will be selected the day of the race, based on wind and other conditions, in order to finish the race in a timely manner to effectively orchestrate the after-race events at Coronado Yacht Club. The Race Course Number will be displayed onboard the R/C boat no later than the first warning signal for a race. All boats will race the same course.

6. SHORTENED COURSE:

- 6.1 After the starting signal, the course may be shortened at any mark. The Finish Line will lie between the mark to which the course is being shortened and an Orange Flag onboard the R/C or Pin boat. In accordance with RRS 32 and Racing Signals, the R/C or Pin boat will display code flag "S" and shall attempt to call attention to these visual signals with sound signals.

7. FINISHING:

- 7.1 The Finish Line will lie between an Orange Flag onboard the R/C boat and a nearby inflatable buoy near Buoy 26.
- 7.2 Boats will be scored in the finish place based on real time without applying a handicap (handicaps were utilized in the start times based on projected equal finish times for all boats).



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8. TIME LIMIT:

- 8.1 If no yacht has finished by 3:30 PM, the race will be abandoned. If one yacht has finished by 3:30 PM, yachts not finished by 4:30 PM will be recorded as DNF.
- 8.2 When a yacht retires from a race, **the R/C must be notified before the retiring boat leaves the course area.** Informing the R/C vessel can be accomplished by either (a) sailing (motoring) past the R/C vessel OR (b) radioing the R/C vessel (VHF 68). Failure to do this may result in disqualification from that race and entry rejection for other CRA races.

9. SCORING:

- 9.1 The low point scoring system, RRS Appendix A of the Racing Rules, will be used.
- 9.2 All sails shall have clearly visible sail numbers. Improper, inconsistent or numbers other than those used for entry, are not permitted.
- 9.3 Boats checking in will be scored using the information on the entry forms. The need for rescoring due to incorrect information will result in a DNC for the boat with incorrect information.
- 9.4 Failure to comply with 9.2 & 9.34 will be grounds to be scored as DNC or DNF. This modifies RRS appendix A5.
- 9.5 All scores posted on the website will stand, regardless of accuracy or errors, after 72 hours from first posting. No changes will be made after that time. Questions regarding scoring can be addressed to the RC Chair at cortezracing2009@pobox.com.
- 9.6 Class A,B,C,D and E (CRA fleet) will be scored separately from PHRF class 6a and 6b. Class E boats will also be scored in PHRF class 6a and 6b, if properly notifying the R/C.

10. PROTESTS:

- 10.1 Protests shall be initiated in compliance with Rule 61 except as amended by these Sailing Instructions. Competitors intending to protest another boat(s) shall immediately hail those other yachts, display a red protest flag, and are required to have a Protest Flag on display when finishing, then must inform the R/C **AFTER** finishing or before retiring from the course area. Skippers must provide the R/C with the sail number(s) or name(s) of the protested yacht(s) and receive R/C acknowledgment. This modifies RRS 61.1(a), Protest Requirements.
- 10.2 Red Protest Flags shall be displayed from the backstay. On yachts without backstays, the protest flag will be displayed in a prominent position on the stern.
- 10.3 Protests shall be submitted in writing on a standard US Sailing Protest Form and filed with an official CRA Representative at the post race meeting area within 60 minutes of the R/C Boat docking at the finish of the race day. The Protest Committee may extend this time if there is good reason to do so. (The location of meeting area will be posted on the R/C boat.)
- 10.4 The parties involved will be listed, in the order of filing, at the post-race meeting area and protests will be heard as soon as practicable. This posting constitutes the notice required by RRS 63.2, Time and Place of the Hearing.

11. PROTEST ARBITRATION

- 11.1 Arbitration hearings may be held prior to the protest hearing for all protests involving violations of Part 2 of the Racing Rules of Sailing. This changes RRS 60.1(b), 63.1, 63.6, and 66.
- 11.2 After a protest is filed, one representative (conforming to RRS 63.3(a)) of each boat may appear before an arbitrator. No witnesses are permitted.
- 11.3 If the arbitration participants agree that the protested or protesting boat infringed a rule, the arbitrator will penalize the infringing boat by applying a maximum six (6) minute time penalty or a disqualification. Arbitrations will not be reopened and arbitration rulings and penalties are not subject to redress. If the arbitration fails to resolve the protest, a regular protest hearing will be held at a time and place to be determined by the Protest Committee and the parties to the protest shall be notified.
- 11.4 When the protest is referred to the jury, the arbitrator shall not be a member of the jury hearing the protest, but may be called as a witness by the jury.



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12. PENALTIES:

- 12.1 All penalties as prescribed by RRS will apply except as noted.
- 12.2 RRS 44.1 is modified to require only one prompt turn, including one tack and one gybe.
- 12.3 Failure to properly comply with 4.3 will result in being scored DSQ.

13. RESPONSIBILITY, SAFETY & PERSONAL FLOTATION:

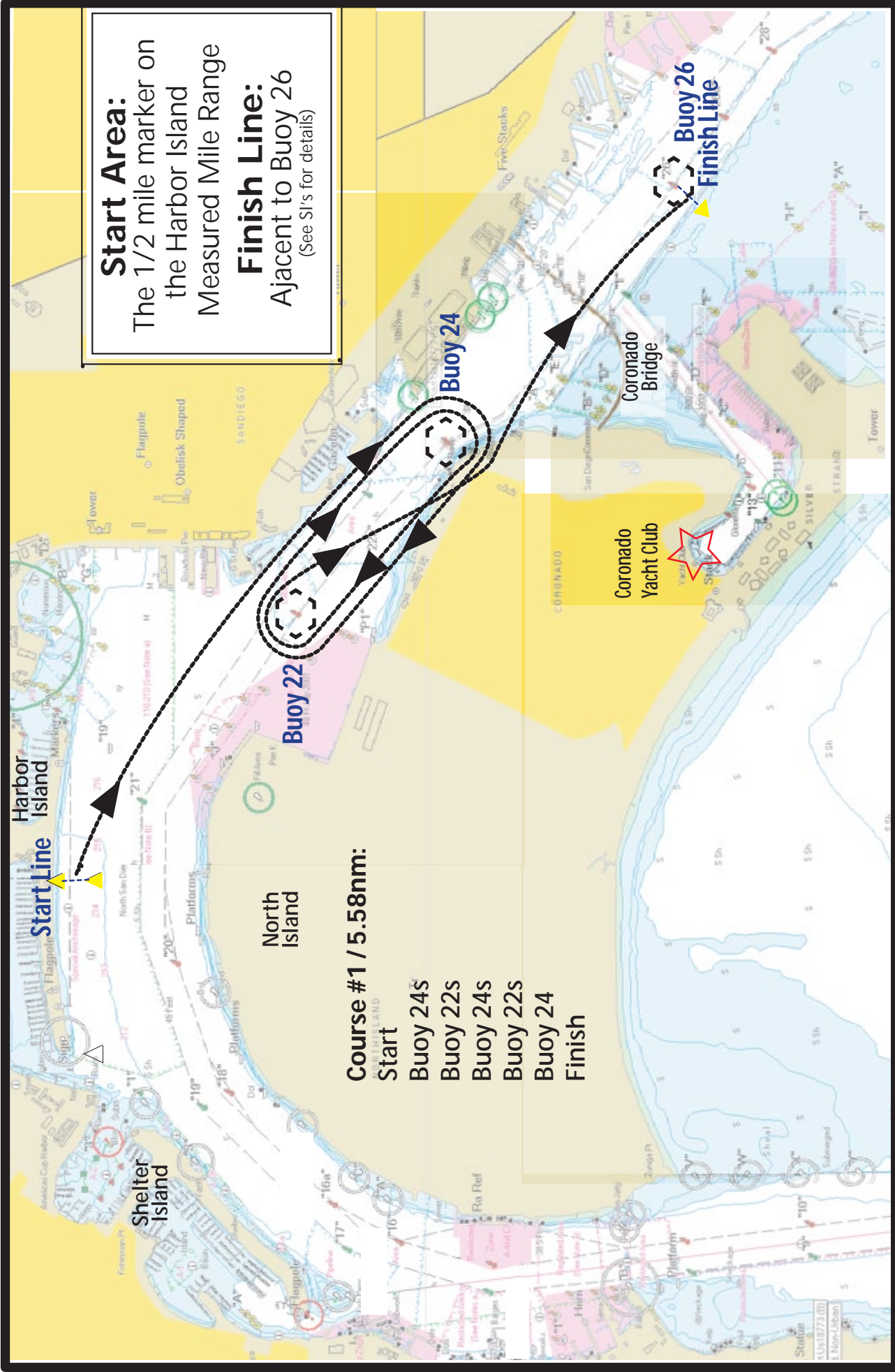
- 13.1 It is the sole responsibility of the skipper of each yacht to decide whether or not to start and/or continue to race.
- 13.2 After the starting sequence is complete, the R/C vessel will make every attempt to monitor VHF channel 68.
- 13.3 Notwithstanding any safety requirements, the ultimate safety of a yacht and her crew is the sole and inescapable responsibility of the owner or charterer. He/she must do his/her best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/she must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed, and that crew members know where it is stowed and how it is used.
- 13.4 While racing, each competitor will be required to have onboard and accessible, a "wearable" PFD. The use of PFDs by individuals and skippers is encouraged at all times. If in the opinion of the R/C conditions warrant the use of PFDs, the R/C will signal the "Y" flag accompanied by multiple rapid horn blasts, indicating RRS 40 is in affect.

14. RACE RESULTS & TROPHY AWARDS:

- 14.1 Race results will be announced at the after race party at Coronado Yacht Club.
- 14.2 Trophies will be awarded at the post race party at CorYC to the top boats in all listed classes. In addition, one boat will qualify for a spot in the 2010 National Hospice Regatta Championship.
- 14.3 Yachts sailing in violation of the PHRF Class Rules and/or these Sailing Instructions are ineligible for Trophy Awards.

15. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk (see RRS 4, Decision to Race). The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



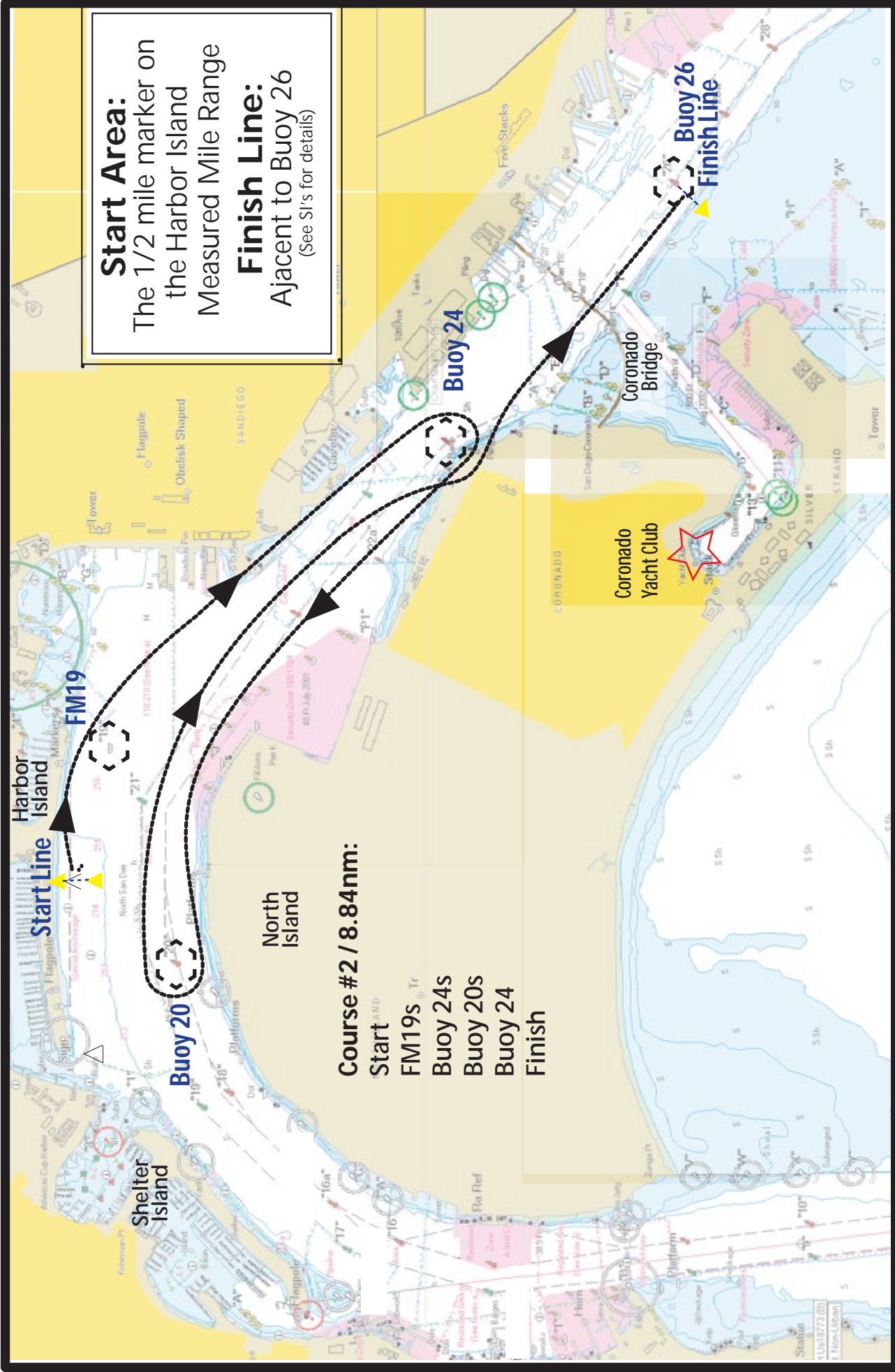
Start Area:
 The 1/2 mile marker on
 the Harbor Island
 Measured Mile Range

Finish Line:
 Adjacent to Buoy 26
 (See SI's for details)

Course #1 / 5.58nm:
 Start
 Buoy 24s
 Buoy 22s
 Buoy 24s
 Buoy 22s
 Buoy 24
 Finish

2009 Sharp Hospice Regatta Chart - Course #1

Cortez Racing Association/Coronado Yacht Club



2009 Sharp Hospice Regatta Chart - Course #2

Cortez Racing Association/Coronado Yacht Club

